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General

Indonesia, located in Southeastern Asia, is an archipelago that is between the Indian Ocean and the Pacific Ocean.

It consists of an archipelago of 17,508 islands that extends up to about 3,100 miles along the equator between the mainland of SE Asia and Australia.

The archipelago forms a natural barrier between the Indian and Pacific Oceans.

The main islands are Sumatera (Sumatra), Java, Sulawesi (formerly Celebes), the S part of Kalimantan (Borneo), and Irian Jaya (W half of New Guinea).

Indonesia shares land borders with Malaysia and Papua New Guinea.

The former Portuguese colony of East Timor, which was abandoned in 1975, was occupied by Indonesia and claimed as the province of Timor Timur.

The United Nations does not recognize Indonesian sovereignty over this territory.

The climate is tropical being hot and humid. It is more moderate in the highlands.

The terrain is mostly coastal lowlands. The larger islands have interior mountains.

Buoyage System

The IALA Buoyage System (Region A) is in effect.

See Chart No. 1 for further IALA Buoyage System information.

Cautions

Rigs

Movable oil drilling rigs and production platforms may be encountered off the coasts of Indonesia and in open waters.

Buoys associated with the drilling operations are frequently moored in the vicinity of these structures. The positions of these rigs and buoys are frequently changed and are generally promulgated by radio navigational warnings.

Aids

Within Indonesian waters, lights and buoys are considered unreliable, being frequently irregular, extinguished, missing or off station.

Piracy

It was reported (1995) that vessels have been attacked by armed thieves in the vicinity of the Malacca and Singapore Straits, mainly near Phillip Channel. These attacks were usually made from fast motor boats approaching from astern.

Loaded vessels with low freeboards seem to be vulnerable.

The International Maritime Bureau (IMB) of the International Chamber of Commerce has established a Piracy Countermeasures Center at Kuala Lumpur. This center operates for the SE Asian Region and is able to receive reports from vessels concerning attacks and advise of danger areas.

Piracy warnings originated by the Center will be broadcast daily to NAVAREA XI, VIII, and X through Enhanced Group Calling using the SafetyNET System.

For further details, the IMB Center can be contacted as follows:

The Regional Piracy Countermeasures Center
ICC International Maritime Bureau
16-03A Wisma Nusantara
Jalan Punchak 52050 Kuala Lumpur, Malaysia
Tel: +603 201 0014
Fax: +603 238 5769
Telex: MA 31880 IMBPCI
E-mail: jmartin@imbkl.po.my

Minesweepers

Indonesian vessels carrying out minesweeping operations or minesweeping training have been greatly hampered in their maneuverability, therefore all other vessels must give them a wide berth. Minesweeping vessels will make the signals, according to the International Code of Signals, to indicate that they are in operation and to indicate the presence of minesweeping equipment.

When a minesweeper or a formation of minesweepers displays signals that show a minesweeping operation, other vessels must steer clear of the danger side or sides, keeping at a distance of at least 500m and must not cross the bow or the stern of such vessels at a distance of less than 1,000m.

For their own safety, steamers or sailing vessels must try to steer clear of ships making these signals and not approach them within the distances specified above.

Currency

The official unit of currency is the rupiah, consisting of 100 sen (sen no longer used).

Firing Areas

When firing practice is held on the N coast of Madura, in the E and W channels of Surabaya, in the area around Probolinggo, in Teluk Balikpapan, and in the region of Tarakan, one or more of these areas of the sea is unsafe for navigation, with the understanding that remaining in these areas is forbidden, while passage remains free.

Selat Madura

Selat Madura is used for naval exercises. Vessels are required to navigate within the below-mentioned limits:

1. On the S side N of a line between a position 20 miles NW of Karang Mas Lighthouse (7°41'S., 114°26'E.) and Outer Buoy (7°24'S., 113°00'E.).
2. On the N side S of a line between 5.5 miles SW of Sapudi Lighthouse (7°05'S., 114°17'E.) to a position 23 miles due W, then to Manila Rock Light (7°22'S., 113°10'E.), and then to Tanjung Batupitah, 9 miles N of Manila Rock.

Vessels navigating the NE coast of Java or S coast of Madura should keep a lookout for naval vessels displaying International Code flag signals.

Cilacap

The area between the meridians of 109°01'E, 109°10'E, the parallel 7°46'42"S, the N Java coast, and the coast of Nusa Kambangan is subject to the following signals:

1. By day—A red flag upon Tjimiring Hill on Nusa Kambangan and on the end of the boat wharf at Sentolo Kawat.
2. By night—An all round red light at each of the above positions.

Teluk Balikpapan

The area between the parallels 1°13'30"S, 1°23'24"S, the meridian 116°52'06"E, and the Borneo coast is subject to the following signals:

1. By day—A red flag on the post on Tokong Hill.
2. By night—An all round red light at the above position.

Tarakan (North Side)

The area between the parallels 3°23'N, 3°33'N, the meridians 117°25'E, 117°35'E, and the coasts of the enclosed and neighboring islands is subject to the following signals:

1. By day—A red flag on the hill near Tandjung Djuata.
2. By night—An all round red light on the above position.

Tarakan (South Side)

The area between the parallels 3°07'30"N, 3°21'24"N, the meridians 117°29'00"E, 117°41'54"E, and the coasts of the enclosed and adjacent islands, is subject to the following signals:

1. By day—A red flag on the high light beacon on the coastal reef of Menulun.
2. By night—An all around red light at the above position.

Ships which are in, or which enter, the danger area must follow any directions given by patrol vessels or aircraft. Any craft carrying a target will bear the signals as a patrol vessel.

Rocket Firing and Bombing Practice Areas

The area bordered by the straight lines connecting the following points will be used by the Indonesian Navy for rocket firing and bombing practices:

- a. 7°05'00"S, 112°42'40"E.
- b. 7°05'00"S, 112°40'25"E.
- c. 7°03'04"S, 112°40'25"E.
- d. 6°58'50"S, 112°43'20"E.
- e. 6°58'50"S, 112°46'25"E.
- f. 7°05'00"S, 112°42'40"E.

This area has been declared as a dangerous area since it will constantly be used as a training area and the rocket firing and bombing will be done without any advance notice as to when the practices will be held.

All vessels plying in this area are hereby warned to exercise due caution.

Buru Island

The area enclosed by the following positions is used for firing practice by the Indonesian Air Force:

- a. 2°52'S, 125°50'E.
- b. 3°56'S, 125°50'E.
- c. 3°56'S, 127°28'E.

- d. 2°52'S, 127°28'E.

West Kalimantan

The area between the coast and a parallel line 12 miles offshore, between the following points, is used for firing practice by the Indonesian Air Force:

- a. 0°00'N, 108°57'E.
- b. 2°17'N, 109°38'E.

Malang

Air to air and air to surface firing in the area inland and along the S coast of Java between:

- a. 8°30'S, 113°38'E.
- b. 8°30'S, 112°15'E.
- c. 8°20'S, 112°15'E.

Firing practice areas are often announced in Notice to Mariners.

Government

Indonesia is an independent republic with 24 provinces. It's President and Vice-president are elected every five years by the People's Consultative Assembly.

Holidays

The following dates are generally observed as public holidays:

January 1, New Year's Day; August 17, Indonesian Independence Day; and December 25, Christmas Day.

In addition, the dates of many official public holidays depend on the Moslem calendar, whose year is about 11 days shorter than the Gregorian calendar, and vary year to year.

The Moslem holidays include: Muharram (Moslem New Year); Maulid Nabi Muhammad (the Prophet Muhammad's Birthday); Mi'raj Nabi Muhammad (Ascension of the Prophet Muhammad); Idhul Fitri (two days at the end of Ramadan); and Idhal Adha. Christian holidays include Good Friday and Ascension Day and will also vary in calendar date.

Industries

The main industries are based on petroleum and natural gas, textiles, mining, cement, chemical fertilizers, plywood, food, and rubber.

Languages

The official language of the Republic of Indonesia is Bahasa Indonesia (a modified form of Malay).

Mined Areas

The Indonesian Government has declared the following areas dangerous due to mines which were laid during World War II. Due to the lapse of time, navigation through these minefields whether they have been swept or not is now considered no more dangerous from mines than from any other of the usual hazards to navigation; but in the unswept areas a real danger still exists with regard to anchoring, fishing or any form of submarine or seabed activity:

1. The area of water bounded on the N side by the S coast of Palau Lingga, on the E side by 104°48'E, on the S side by 0°29'S, and on the W side by the NE coast of Palau Singkep and 104°32'E.

2. A swept channel S of Palau Lingga, clear for all types of vessels, is bounded as follows:

- a. On the N side by a line joining 0°20'06"S, 104°32'00"E and 0°23'06"S, 104°48'00"E.
- b. On the S side by a line joining 0°21'30"S, 104°32'00"E, 0°22'00"S, 104°35'00"E, 0°23'18"S, 104°39'48"E, and 0°24'54"S, 104°48'00"E.

3. A recommended track near Selat Berhala lying between 0°54'00"S, 104°18'00"E and 0°54'00"S, 104°35'00"E.

Sungai Banyuasin

1. The river is dangerous between the parallels of 2°20'00"S, and 2°23'30"S.

2. A channel 1 mile wide has been swept along the fairway of the river. The W limit passes through:

- a. 2°20'00"S, 104°49'09"E.
- b. 2°23'30"S, 104°45'00"E.

3. A channel 300m wide has been swept with the centerline joining the following positions:

- a. 500m bearing 270° from 2°23'30"S, 104°45'00"E.
- b. 2,000m bearing 360° from position a.
- c. 3,300m bearing 300° from position b.

The upper reaches of Sungai Banyuasin and Sungai Lalang, which enters Sungai Banyuasin N of Tanjung Serah, are clear for all types of surface vessels.

Sungai Palembang

Although Sungai Palembang has not been swept, it has been navigated so frequently that danger from mines for all vessels may be considered negligible. The following directions should, however, be followed:

1. When making the entrance, vessels should keep to the leading lines, taking care not to be W of the inner leads N of 2°17'12"S.
2. Vessels should keep to the E side of the river between latitudes 2°34'00"S, and 2°35'13"S.

Vessels should also keep to the E side of the river abreast Upang (2°43'30"S., 104°57'30"E.), a village.

Sungai Telang (2°22'S., 104°54'E.) is considered free of mines.

Pulau Segama

The area within a circle of radius 3 miles centered on 5°12'S, 106°04'E, is dangerous.

Tanjung Awarawar

The areas bounded by the land and lines joining the following positions are dangerous:

- a. the coast in 111°28'51"E.
- b. 6°34'00"S, 111°28'51"E.
- c. 6°39'00"S, 111°54'00"E.
- d. 6°46'00"S, 111°54'00"E.
- e. 6°46'00"S, 111°52'30"E.
- f. thence S to the coast.

Between the W and E limits, a channel 0.5 mile wide, which has been cleared of mines, leads to the harbor at Pereng (6°47'S., 111°54'E.).

East Limits

- a the coast in 111°55'00"E.
- b 6°46'00"S, 111°55' 00"E.
- c 6°46'00"S, 111°54'30"E.
- d 6°39'00"S, 111°54'30"E.
- e 6°39'30"S, 111°59'51"E.
- f thence S to the 20m contour.
- g along the 20m contour to 112°01'51"E.
- h thence S to the 5m contour in 112°01'51"E.
- i along the 5m contour to 112°06'21"E.
- j thence N to the 20m contour in 112°06'21"E.
- k along the 20m contour to 112°07'51"E.
- l 6°41'00"S, 112°07'51"E.

The area extends further E, as described in Pub. 163, Sailing Directions (Enroute) Borneo, Jawa, Sulawesi, and Nusa Tenggara.

Pulau-pulau Karimunjawa

The area within a circle of radius 15 miles centered on 5°37'00"S, 110°54'00"E, is dangerous.

Regulations

The Indonesian national flag should be flown at sea when in Indonesian waters. It should be flown not lower than any other flag, and it should not be smaller than the ship's national ensign or any other flag displayed.

Restricted Area

The Indonesian Government has designated certain waters within the territorial limits of the E and S coasts of Sumatera, the W coast of Borneo, and the W coast of Java as restricted areas. Vessels intending to visit ports within this area must call at Pontianak, Tanjungban, or Tanjungpinang before entering or leaving these areas.

Port Authority

All Indonesian ports are administered by the Port Authority, which coordinates and supervises the activities of the port.

This includes the Harbormaster Service, the Harbor Board, the Customs Service, the Quarantine Service, the Immigration Service, Port Security, and all other port activities.

Harbormaster Service

The harbormaster supervises the safety inspections and the compliance of all shipping regulations, all ships movements within the harbor limits, pilotage, notes of protest, and ship's certificates and documents.

Port Regulations

Vessels coming from any port outside of Indonesia are forbidden to communicate with the shore before obtaining permission from the commander of the guard ship or in case there is no guard ship in the road, from the harbormaster.

Every vessel without a bill of health or with an unsatisfactory bill of health shall be subject to the regulations of quarantine.

Every vessel from a foreign port is to be provided with a bill of health countersigned by the consular officer at the port of departure.

The following signals are made from the pilot vessel in answer to ships making the pilot signal:

	Signal	Meaning
By day	No signal.	The pilot will proceed to vessel at once.
By night	White flare or swinging a white light.	
By day	Flag "D" of International Code of Signals.	No pilot is available; vessel may enter without a pilot until one is met with.
	Cone point up, surmounted by a ball.	
By night	A red light above a white light.	No pilot is available; vessel must wait outside until further notice.
By day	Cone point up with a ball below it.	
By day	Two cones vertically disposed, points down.	No pilot is available for vessels of less than 350 gross tons capacity; these vessels may enter without a pilot.

Regulations for Foreign Naval Vessels

The following regulations relating to foreign naval vessels entering and anchoring in the roads, inlets, harbors, and rivers of the Republic of Indonesia have been issued:

Article I

Wherever naval vessels are mentioned in the following regulations this term applies to:

1. Any foreign naval vessels belonging to a power friendly to the Indonesian Republic.
2. Any vessel having troops onboard belonging to a power friendly to the Indonesian Republic.

Article II

A notice of the entrance and anchorage of a foreign naval vessel shall immediately be sent, if possible, by telegraph to the naval commander-in-chief by the principal civil authority of the place.

In the possessions outside of Java and Madura similar notice shall also be sent to the head of the governmental administration in case he is not the principal civil authority of the place.

Article III

1. To the commander of the foreign naval vessel, the harbormaster, or, in his absence, the official acting as such, shall present:

a. A copy of a French, German, or English extract from these regulations.

b. A form issued by the naval commander-in-chief in the French, German, or English language containing interrogatories respecting flag, charter, vessel name, crew, armament, last port of call, length of voyage, proposed length of stay, destination, state of health, etc.

2. A copy of the form, duly filled in, shall be transmitted without delay to the naval commander-in-chief and to the chief of the governmental administration.

Article IV

1. The crew of foreign naval vessels within the boundaries of the Republic of Indonesia shall not be allowed to make any hydrographic or land surveys nor to engage in disembarking drill nor, except as in Article V, to engage in target practice.

2. The crew shall only be allowed to come ashore unarmed, exception being made on behalf of the officers and noncommissioned officers, who are permitted to carry the sword or dirk pertaining to their uniform; the boats belonging to the vessels, when used, as well as their crew, shall be unarmed.

3. The previous clause does not apply to cases of vis major.

4. If for particular reasons, for instance, in the case of a funeral ashore, exemption is desired from the prohibition contained in Clause 2 of this article, the permission can be obtained in the primary government centers from the head of the governmental administration and in other places from the principal civil authority of the place.

Article V

1. The commander of a foreign naval vessel staying at Jakarta can be granted permission for rifle practice ashore.

2. The application for the above-mentioned permission shall be made by the said commander to the naval commander-in-chief.

3. In the case of there being no objection to granting the request, the naval commander-in-chief sends a declaration to the commander in question, acquainting the latter with place and time, where the exercises can be carried on, and with the number of rifle ranges which are at his disposal.

4. A naval officer is always attached to the leader of the shooting practice, in order to afford all necessary information respecting the organization of our rifle ranges and to see that the prescriptions are followed.

5. The naval commander-in-chief acquaints the head of the governmental administration by telephone of the aforesaid permission and of the exact time when the shooting will take place.

Article VI

Within the boundaries of the Republic of Indonesia foreign naval vessels have to respect the existing legal regulations.

Article VII

Should any naval vessel infringe any of the foregoing regulations, the principal civil authority of the place may, if possible in conjunction with the central government, order the vessel to withdraw.

If necessary, the principal civil authority may use force to compel the vessel to withdraw, but before doing so he must

first consult the appropriate competent naval and military authorities.

Article VIII

1. The government pilots shall be made acquainted with these regulations and be advised by the harbor-master or by the official acting as such, whether a salute to the Indonesian flag can be returned, and if so, from what point.

2. They shall, as far as necessary, inform of the aforesaid the commander of the foreign naval vessel and afford him with all information he may require with regard to the above-mentioned regulations.

Article IX

1. The regulations apply to naval vessels belonging to powers which are involved in war and on friendly terms with Indonesia as long as no other regulations for the maintenance of neutrality have been made during or after the outbreak of the war.

2. In case of a war in which Indonesia is engaged, the same regulations will be enforced, so long as nothing to the contrary has been decided.

Restricted Areas

Without the permission of the Chief of Staff of the Indonesian Navy, or an official appointed by him for that purpose, navigation or fishing is prohibited in the following territorial waters of Indonesia:

1. The coast of Sumatera from Tanjung Radja (3°45'N., 96°30'E.) to Ujung Masam (5°34.8'N., 95°13.5'E.) and then along the E and S coasts of Sumatera to Vlakke Hoek (5°56'S., 104°35'E.), including the islands nearby these coasts.

Islands excepted are those situated NE of a line drawn from the N part of Lesser Iju Island (1°11.5'N., 103°21'E.) to the N coast of Little Karimun Islands toward the W part of Middelburg Rif (0°51.4'N., 103°34.1'E.), then to the W part of Pelangkat Island (0°45'N., 103°35'E.), then to the E part of Ngal Island (0°41.5'N., 103°35.4'E.), to the N part of Durian Valsch (0°37.5'N., 103°42'E.), then to the S part of Zuid Broeder (0°32'N., 103°46'E.), to the S part of Mutji Island (0°32.5'S., 104°01.5'E.), then to the S part of Berhala Island (0°52'S., 104°24'E.), and then to Tanjung Djabung (1°01'S., 104°22'E.).

2. The coast of Borneo from Tanjung Datu (2°05'N., 109°39'E.) to the mouth of River Djelai (2°59'S., 110°43.5'E.).

3. The coast of West Java from Tanjung Lajar (6°45'S., 105°13'E.) to the E part of Teluk Penandjung (7°43'30"S., 108°40'30"E.) including the waters around Deli and Tindjul islands.

4. The E coast of Java within the following positions:

- a. 7°12'00"S, 112°44'00"E.
- b. 7°15'00"S, 112°53'00"E.
- c. 7°05'00"S, 112°53'00"E.
- d. 7°05'00"S, 112°41'00"E.
- e. 7°10'30"S, 112°44'00"E.

5. The W, N, E, and S coasts of North Sulawesi, from Sapuringgi (0°10'S., 110°48'E.) to Kasimbar (0°10'S.,

120°04'E.), including the waters of the islands located in the bay of Dondo, Kwandang, Manterawu, Bangka and Lembah.

6. Ports in these areas may only be visited with a "sailing permit" issued by the Indonesian Navy and in some cases, by the Indonesian Army. Permits are obtained in Jakarta, but may also be issued from Indonesian consulates.

Ships navigating between these restricted areas and foreign countries, or vice versa, must pass inspection points if prior permission to enter has not been obtained.

The following places are listed as inspection points:

1. Sumatera—Teluk Bajur Sibolga, Gunung Sitoli, Meulaboh, and Bengkulu Pandjang.
2. Java—Jakarta and Cilacap.
3. Sulawesi—Tarakan and Makassar.

Non-Indonesian vessels are prohibited from entering waters within 12 miles of the SE coast of Timor between the meridians of 125 05'E and 127 21'E.

Signals

Various signals are made in Indonesian ports and waters for the control and assistance of shipping.

Tidal Current Signals

Tidal current signals are displayed from shore stations, as follows:

1. A white flag indicates slack water.
2. A blue flag indicates ebb tide.
3. A red flag indicates flood tide.

During maneuvers and exercises, and also for other reasons, it may be necessary to prohibit entrance into channels and harbors of Indonesia or to permit it subject to reservations.

Harbor Signals

The following signals may be shown from Indonesian signal stations:

1. Emergency entry strictly prohibited:
 - a. Day signal.—Three red balls disposed vertically.
 - b. Night signal.—Three red lights disposed vertically.
2. Entry prohibited:
 - a. Day signal.—A cone pointing up between two balls.
 - b. Night signal.—A white light between two red lights.
3. Entry and departure prohibited:
 - a. Day signal.—Two cones pointed down over a black ball.
 - b. Night signal.—Green light, white light, and red light, disposed vertically.
4. Departure prohibited:
 - a. Day signal.—Three cones, the top and bottom pointing down with middle one pointing up.
 - b. Night signal.—A white light between two green lights.

The following flag signals that are displayed on shore may be used in the harbors of the Republic of Indonesia in addition to the international signals:

3rd substitute A	Your berth is No. 1.
3rd substitute B	Your berth is No. 2.
3rd substitute C	Your berth is No. 3.
3rd substitute D	Your berth is No. 4.

3rd substitute E	Your berth is No. 5.
3rd substitute F	Your berth is No. 6.
3rd substitute G	Your berth is No. 7.
3rd substitute R	Anchor in the anchorage area.
Blue flag	No communication, bad weather.

The following flag signals may be shown from vessels in Indonesian harbors:

1st substitute R	Ship requires docking.
2nd substitute M	Please send motor boat.
3rd substitute J	Water flag.
1st substitute N	Have passenger(s) who has come directly or indirectly from outside Indonesia.
2nd substitute V	Request rubbish boat.
3rd substitute Q	Onboard, or during the voyage, there were one or more cases of contagious disease, or disease thought to be contagious (other than cholera or yellow fever).

Permission or refusal to enter the channel or harbor will be given after examination. A vessel is then only allowed to enter the channel or harbor provided she is in the charge of a pilot, or is preceded by a warship or pilot vessel.

From the time the signals are shown all exemptions from taking a pilot cease. Masters of vessels are obliged to carry out the instructions of the officer from the examination vessel and are to obey all signals.

When warning of firing is given, work on all vessels near the inspection vessel will be stopped immediately until it is safe, and permission has been given to proceed.

Failure to comply with these regulations may result in danger to the vessel and crew. As a general rule, permission to enter at night will not be granted.

If a signal is made from the shore to intimate that vessels are subject to examination, and if there is no examination vessel in the entrance to the fairway, vessels must anchor or lie off.

The coming into operation of these regulations at any particular fairway or harbor will not be announced beforehand.

Pilot Signals

Vessels requiring a pilot may make any of the below listed signals to obtain assistance.

The following day signals may be used:

1. The national flag, surrounded by a white border one-fifth the breadth of the flag displayed at the foremast head.
2. The pilot signal "UC" of the International Code of Signals.
3. Flag G of the International Code of Signals.
4. The distant signal consisting of a cone point up, having above it two balls or shapes resembling balls.

The following night signals may be used:

1. A blue light every 15 minutes.
2. A bright white light flashed or exhibited just above the bulwarks at frequent intervals for 1 minute.

3. The letter G in the Morse code made by flashing lamp.
The above signals must be shown until the pilot is on board or until an answering signal has been made.

Vessels arriving at night and not immediately requiring the services of a pilot, should show the pilot signal at daybreak.

U.S. Embassy

The U.S. Embassy is situated at Medan Merdeka, Seletan 5, Box 1, Jakarta. The mailing address is Unit 8129, Box 1, APO AP 96520.

Time Zone

The Republic of Indonesia is covered by three Time Zone descriptions: GOLF (-7), HOTEL (-8), and INDIA (-9).